

# GRUMMAN plane news

Vol. 34, No. 12, Bethpage, N.Y., June 27, 1975

RECEIVED

JUN 4 1975

GRUMMAN AEROSPACE CORPORATION  
PRESIDENT'S OFFICE

Dear Sir:

I would like to personally commend you on one of your products - the A-6! Earlier today I was involved in an airborne collision which ripped approximately six feet of the outer left wing off the aircraft. Knowing it was all over for the aircraft we prepared for ejection, but the pilot managed to regain control. We immediately lost our combined system and diverted to Naples. Our A-6 escort advised us he did not feel we would make it due to the large section of missing wing. The pilot and I knew if any airplane could make it, our A-6 would. Twenty minutes later we made a 180 knot arrested landing at Naples ending my story. Tonight I am one damned pleased B/W and am firmly convinced nobody builds airplanes like Grumman! Looking forward to visiting your plant in September. Good night.

LTC Merle Keuser

VA 176

FPD N.Y. 09501





**Salute from Field Service.** Grumman crew aboard *Enterprise* returned to Bethpage recently and presented plaques to Sam Avati (4th L), Plant 1 manager, and Frank Messina (3rd R), general manager of Calverton Operations, while saluting manufacturing teams for F-14 contributions. Field Service reps included (L to R) Lou Marrero, team leader Ed Stepnoski, Ron Davies, Joe McArdle, John Griffing, Rich Sperling, and (not pictured) Charlie Askins, Ernie Barlow, Walt Jakiela, Gayle Quebedeaux, and Chuck Walters. (Photo by Larry Van Wallendael)

## Manufacturing draws salute from F-14 Field Service reps

"To the guys that build them from the guys that support them" — that was the message that 11 Field Service representatives presented to the F-14 manufacturing teams at Bethpage and Calverton on Wednesday, June 11. The presentation, in the form of two inscribed plaques, commemorated the outstanding production job that culminated in the F-14's successful first deployment aboard the carrier *Enterprise*, beginning in September of 1974 and ending on May 20. On hand to re-

ceive the plaques were Sam Avati, Plant 1 manager, and Frank Messina, general manager of Calverton Operations.

The Tomcat's performance aboard the *Enterprise* won plaudits from almost everyone involved, with former VF-1 skipper Cdr. John Thaubald terming the F-14's performance "outstanding." On the deployment, air crews of VF-1 and VF-2 flew the Tomcat a total of 2,900 flight hours and made 1,600 arrested landings.

According to Ed Stepnoski, team leader for Grumman on the *Enterprise*: "The reliability and excellent performance of the F-14 certainly made our job a whole lot easier and helped make for a successful cruise." And though the 11 Grumman tech reps were eager to commemorate the outstanding effort of those men and women in manufacturing and supportive departments in the States, they seemed a little reticent to discuss their own contributions to the success of the F-14. But during discussions with the *Enterprise* Field Service crew it became evident that it wasn't unusual for them (and the other Field Service reps aboard) to work 12-16 hours a day (with no weekends off) as they assisted Navy maintenance personnel in keeping the Tomcat in peak condition.

In recognition of the frequently unsung efforts of the Field Service reps, President George Skurla met recently with Stepnoski to add his congratulations on the outstanding effort contributed by the Grumman crew aboard the *Enterprise*.

## Safety: 'More than hard hats'

"Most people see us as the guys who supply hard hats and safety glasses," says Dick Sanchez, director of Industrial Safety. But supplying hard hats and glasses is just one of Industrial Safety's tasks at Grumman, Sanchez explained to a group of Grumman managers and supervisors on June 9. Some of the other hazards require far more sophisticated and elaborate precautions.

Displaying a wide array of protective and hazard-warning equipment ranging from earplugs to radiation sensors, Sanchez and his team of safety specialists outlined for those attending some of the common and exotic safety threats encountered in modern industry.

"Unfortunately there's no way we can remove all possible hazards," says Sanchez. "There are just too many operations that would be impossible without the powerful solvents or high-powered machinery needed for modern production methods. In the same way, a power mower is a fast and effective way to cut grass but is a dangerous machine when not handled correctly. With the proper safeguards, we can have both efficiency and a high level of safety."

Noise, one of the most common hazards, can be guarded against with relative ease. State law requires that workers not wearing safety equipment be exposed to no more than 90 decibels over an eight-hour period, and stricter requirements will soon be put into effect, Sanchez said.

Much less common but more in-

sidious is radiation exposure. Working with ionizing radiation such as gamma rays, X-rays, etc., can be a relatively safe procedure — as long as the stringent safeguards required at Grumman and mandated by New York State are observed. Apparel badges which measure exposure and more sophisticated electronic meters constantly monitor danger areas and provide sufficient warning when exposure is approaching an unsafe level. Even non-ionizing radiation micro-waves produced by buffeteria ovens, for example, are regularly checked for leakage.

There are other unfriendly elements in the industrial environment. Fumes from some toxic materials can either poison a person outright or act as cancer-producing agents. Asphyxiants and dust-like material in the right proportions can become explosive. The key is knowing what are the dangers and how best to guard against them.

In all cases, the routine safeguards that have been set up to control these hazards can be completely effective only when both employees and supervisors understand their importance and adhere strictly to their implementation.

Says Sanchez: "If you see us on the shop floor, remember, we're there to help you and to make your job easier." But that job, he says, requires the cooperation of everyone — managers, supervisors and the person on the shop floor.

"Only through constant vigilance can we guard against a tragic mishap."



**Coming and going.** A company president usually spends his day in many meetings, but not all are as pleasant as one George Skurla had recently. A couple of weeks ago, Field Service team leader Ed Stepnoski (L) reported on the F-14's first deployment aboard the nuclear carrier *Enterprise* — and it was a good one — and then Wes Moseman, who will be team leader of the Grumman contingent aboard the J.F. Kennedy, briefed the Grumman Aerospace President on activities in preparation for the second deployments of the Tomcat with VF-14 and VF-32 and the E-2C with VAW-125 aboard the 'Big John.'

## calendar

Notice of events for period July 11 to July 29 should reach Plane News by July 1.

**Amateur Radio Club:** Sat., June 28, 10 a.m., McKay Field., Competition in American Radio Relay League's Field Day. Emmett Goodman, Ext. 87125.

**Coin Club (Bethpage):** Every Wed., 12:05 p.m., vendor conference room, Pl. 25; informal lunchtime meeting. Ken Hale, Ext. 1936.

**Coin Club (Calverton):** Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome. Jerry Kreussling, Ext. 415.

**Duplicate Bridge Club:** Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

**Fencing Club:** Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 86048.

**Grumman Family Campers:** Campout, June 27 thru July 6, Sturbridge, Mass. Earl Schroeder, Ext. 1923.

**Grumman Toastmasters Club:** Wed., July 9, 5 p.m., Pl. 25 conference room 1B; regular meeting; guests welcome. Frank Locascio, Ext. 84357.

**Society of Allied Weight Engineers:** Mon., July 7, 12 noon, Francesco's Restaurant, 4119 Hempstead Tpke, Bethpage; business meeting; guests welcome. John Horan, Ext. 3993.

# A thing called pride



Perhaps George Skurla said it best: "A company lives or dies on the quality and performance of its products." If you don't believe that, look back in history ... the examples abound. The decline and fall of any institution is an insidious process — hardly noticeable at first, but when the malaise finally sets in, the downhill plunge is usually irreversible.

Why does it happen? ... What separates a successful organization from an unsuccessful one? Nobody can point to any one reason and say, "That's why." Usually it's a series of interlocking

causes, one affecting the other. But one of the most destructive ills of any organization — or any individual — is complacency. The belief that it can't happen here. Could it happen here at Grumman? You bet it can ... it can happen anywhere. But only if we let it.

To guard against such a decline in Grumman's reputation, President George Skurla assigned his special assistant Bill Voorhest, a manufacturing veteran at Grumman, to spearhead a continuing "Pride of Workmanship" program to make sure the word "quality" is always synonymous

with the name "Grumman."

So it's coming. Watch for it. Over the past couple of weeks, Voorhest and Joe Kingfield, director of Operations Quality who is directly supporting him in the program, have been briefing plant manufacturing managers on how the campaign is shaping up, what its objectives are, and some potential benefits that can be expected from the program. These managers in turn are conducting their own awareness meetings within the plants.

But "Pride of Workmanship" is aimed not only at manufacturing — the campaign is being directed

toward everyone in the company, in all operational and supporting departments, at all levels. Its main thrust is not ideas (although good ideas are always welcome) ... nor slogans ... nor give-aways. The main thrust of the program is improved individual performance. But there could be long-term benefits for the company and each individual working here as well.

And, as Voorhest points out, quality and performance have long been part of our tradition at Grumman. Some Navy pilots have referred to Grumman as "The Iron Works" because of the ruggedness and dependability of our planes. And more than 30 years ago, Admiral McCain put it more clearly: "The name Grumman on a plane or part has the same meaning to the Navy as Sterling on silver has to you." And the thousands of Grumman men and women since then have proved the admiral right. Kingfield says: "We've got to build on that tradition, not live on it." Continuing to build on that tradition depends on each one of us.

Pride. Pride in self ... in each other ... in Grumman. Pride in performance. "Pride of Workmanship." That's what it's all about.

## Tomcat on review —

As January 1976 draws nearer, activity in preparation for the first delivery of the F-14A to Iran is moving into high gear.

On May 11, Maj. General Nader Djahanbani, Vice Commander of Air

Training, Imperial Iranian Air Force (IIAF), visited Grumman Aerospace for an up-to-date F-14 status review and familiarization tour of the F-14 production facilities. During his one-day stay, the general also met with several top Grumman officials including Grumman Corporation Board Chairman Clint Towl, Aerospace Board Chairman Joe Gavin, President George Skurla, and Vice President Mike Pelehach.

While at Calverton, General Djahanbani toured Plant 7 and was given an F-14 cockpit briefing by chief test pilot Chuck Sewell. He also viewed the final production facilities in Plant 6.

While in Bethpage, the former commander of the IIAF's aerobatics team took a 30-minute "flight" in the Operational Flight Trainer (OFT) in Plant 4, but General Djahanbani's primary interest was in the F-14 training programs now underway. The Bethpage tour included an extensive review of the training operations in Plant 39 where, presently, a group of IIAF maintenance personnel are students in the Iranian F-14 training class.



*F-14 checkout. Chief test pilot Chuck Sewell and WSO Al Beck brief General Djahanbani on aft cockpit at Plant 7, and (left) the general gets OFT flight instructions from Kurt Schroeder in Plant 4.*

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VF-14 skipper, Cdr. George White



VF-32 skipper, Cdr. Jerry Knutson (L) with XO Cdr. Art Frederickson



## F-14 and E-2C sail for Med aboard JFK marking first deployment as fighting team

Norfolk, VA., June 20, 1975—When the carrier John F. Kennedy pulls out of port next week it will carry with it the two most formidable stars in the Navy's air arm: the new E-2C Hawkeye and the new F-14 Tomcat. Deployed together for the first time aboard the same ship (it's the second deployment for both), the F-14 and the E-2C will present a formidable fighting team, leagues ahead of any former carrier defense force.

If the results of the F-14's last deployment aboard the Enterprise are any indication, the Kennedy's cruise should prove an outstanding success. Commander John Thaubald who served as commanding officer of one of the two Enterprise F-14 squadrons, VF-1, cited as particularly noteworthy the F-14's performance in conjunction with the E-2B. "The Hawkeye's love us," he said, "because of the F-14's unique compatibility with the E-2 data transmission link." With the deployment aboard the Kennedy, that compatibility should be raised an order of magnitude as the new F-14 squadrons VF-14 and VF-32 join with E-2C squadron VAW-125 to take advantage of the dramatically upgraded capabilities of the improved Hawkeye. Those capabilities were superbly demonstrated on the E-2C's initial deployment aboard

the Saratoga — a deployment whose success exceeded what even the most optimistic thought possible. "The operational readiness of the E-2C has increased tremendously compared to its predecessors," said Wing commodore Capt. Raymond Pettigrew upon VAW-123's return March 18.

VF-32 is no stranger to the JFK. The squadron deployed aboard the carrier right after the ship's commissioning and sailed on a number of Kennedy cruises since then, mostly to the Mediterranean. VF-32's "Swordsmen" saw action in the Pacific during World War II and again in the Korean and Vietnam Wars. In July of last year VF-32 became the first squadron on the East Coast to fly the F-14. The squadron has been training with the Tomcat ever since.

VF-14, known as the "Tophats," though "new" to the Tomcat, is hardly new to the fleet. Founded shortly after World War I, VF-14 is the oldest active squadron in the U.S. Navy — it's famous insignia, a cocked, cocky tophat dates back to the 1920's. Cdr. George White, VF-14's 51st commanding officer, was the first U.S. Navy pilot to fly the Tomcat, while he served as leader of the first Navy Preliminary Evaluation of the aircraft in 1971.

Since then White has flown the

F-14 on numerous flights in preparation for his squadron's deployment. That preparation has been growing in intensity as the deployment date approaches. Operational training (some five weeks of flight training, three on the carrier), aircraft updating (some 31 changes for each aircraft), the final effort of maintenance crews to ready engine and airframe ("our engine installation guys are working seven-day weeks") — every part of the operations in VF-14's and VF-32's spanking new Hangar 404 at NAS Oceana seems to say "the big moment is approaching, the curtain is going up."

Operational training is a big part of those deployment preparations. Says VF-32's skipper, Cdr. Jerry Knutson: "Since September and October we've worked very, very closely with the E-2Cs. We flew regular air-intercept exercises," he says, "with the F-14 and E-2C working as a combat team." The exercises, Knutson says, were "outstanding successes."

"The real payoff" for most of that training came last month, says Knutson. On May 5, VF-14 and VF-32 Tomcats took off from the Kennedy in the Atlantic off Jacksonville, Fla. for a BOMARC missile shoot. The aircraft flew 450 miles to the target area in the Gulf of Mexico

hunting a supersonic BOMARC target drone and subsonic BQM-34 target. The BOMARC, designed to simulate a supersonic Foxbat-type Soviet fighter, was flying at 72,000 feet at Mach 2.7, and was successfully intercepted and destroyed by a warhead-carrying AIM-54 Phoenix missile equipped with telemetering devices. Over the three-day period of the exercise, a total of nine Phoenix, four Sparrow, and three Sidewinder missiles were fired resulting in five drones destroyed while other missiles passed well within the lethal range of their targets.

Supporting the exercise were VAW-125's E-2Cs which provided communications relay support and range surveillance; the new Hawkeyes' eyesight is so keen they were even used for checking boats in the target area. "In fact," says Knutson, "almost every plane taking part in the exercise was a Grumman product."

"This highly successful exercise was the best Phoenix operation firing to date," said Cdr. White, "the result of thorough planning (some four-man years of it) and excellent cooperation between the Navy, Air Force, Federal Aviation Administration and representatives from Grumman, Hughes Aircraft and the Naval Air Development Center."



"A real tribute also goes to the guys in the integrated weapons system team," said Cdr. White. The high reliability of the weapons system, only one missile dud in the whole exercise, should be attributed to the efforts of that group, he said, as well as to the design excellence of the system itself.

"The reliability of the AWC-9 is an order of magnitude better than its predecessors," said Knutson. "When we send up a plane we know that we've got a 90 percent chance that that weapons system will come back to base still in an 'up' position," he said. "A reliability figure that high is something new for such a complex system."

"We've proved the ordnance works," says VF-14 Maintenance Officer Lt. Cdr. Bill Denning, "and we've proved that it works superbly." The Tomcat's "black boxes" (electronic gear), says Denning, are accessible and are easily removed and replaced in case of a malfunction, making the maintenance crew's job a little easier.

Each squadron has a maintenance crew of some 220 men, and so far, say their skippers, they've taken to their new charges like a duck to water. "Our guys have been doing an outstanding job," says Denning, "and they really know the aircraft."

That statement is hardly surprising, since squadron maintenance people have spent months studying and training for the deployment of their new aircraft.

Like the pilots, Naval Flight Officers and the airplanes themselves, the maintenance crews were first as-

signed to VF-124, the F-14 training squadron in NAS Miramar California. Most of the technicians received months of classroom training at NAMTRADET (Naval Maintenance Training Detachment) 1008, before beginning their on-the-job training with VF-124. The entire training process takes as long as two years.

But it paid off when the men returned to their home squadron at Oceana. Said Lt. Cdr. Ed Andrews, VF-32 Maintenance Officer. "Our learning curve has been almost vertical with this aircraft, we're constantly learning better ways of doing things."

But most of all, Andrews said, the F-14 is a great plane to fly. "Flying the airplane in a dynamic environment is outstanding," he says, "I really enjoy flying it."

Added Knutson, "there's no doubt that you have control of this plane; in the landing phase it's the most easily controlled aircraft in the Navy's inventory."

Cdr. White called the plane's dog fight capabilities "second to none," and added, "I'm looking forward to getting started on the actual cruise — that'll be the real acid test."

That "acid test" is now at hand. With "Big John's" arrival in the Med next month, the new fighting team of F-14s and E-2Cs will have a chance to prove themselves in one of the most challenging tactical environments in the world. And talking of the men of VF-14 and VF-32, they have no doubts — they believe the cruise will be a smashing success.



## 'Tech reps' face unique task

Two new types of aircraft — F-14 and E-2C — aboard the same ship make the Grumman Field Service reps' job doubly important. The unusual circumstances of the Kennedy deployment will require some 26 "tech reps" as backups to Navy maintenance personnel to watch for any growing pains the new craft may experience.

Like the old soldier, the tech reps job is to "just fade away" once the new aircraft become established in the Navy's operational inventory and take their place alongside proven

veterans—A-6E and EA-6B.

Best of luck to the men of the "Big John" and those Grumman reps who are sailing with them: **E-2C:** Al Kirmes, Joe Kroleski, Bill Repko, Dick Pyles, Nick Miles, Nick Nazar, Norm Kohnen, Barrie Jenkins, John Fletcher, Ed Cavagnaro; **F-14:** Clyde Cain, Jack Caffrey, Dave Curtis, Bob Gunby, Bob Hughes, Wayne Naihe, Nat Young, Bob Manning, Chet Wawrzusins; **EA-6B:** George Smith, Roy Robinett; **Logistics:** Bill Fink, Tom Smith, Win Johnson, Lee Peka.

## It's the same bloomin' story ... Haring top Rose exhibitor

June is a month for weddings, sunburns, and commencement speeches, but for members of Grumman's Garden Forum, June is the month for roses. Roses and roses — all shapes, colors, sizes and fragrances — lined the walls of the Plant 35 cafeteria June 11 for the group's annual Rose Show. Neatly arranged in simple vases and in ornate flower arrangements, this year's display was pronounced "one of the best" by the show's two outside judges.

And the best of the best, the judges, declared, was Peter Haring's Garden Party rose, voted Queen of Show. Haring, the Pelé of Grumman flowerdom, also won King of Show (second best-of-show) and awards for six other entries including first and second prizes for Class 4 roses. There are six classes within the single bloom category, three classes for sprays, and one class each for collections, seasonal (non-rose) material, and flower arrangements.

Prince of Show (third place), an entry of Chuck Belensky, was a pink hybrid tea that made a hit with the judges. Although almost all the

roses on display looked good to a novice, there are some specific points that every judge looks for when awarding a top prize. "A high center to the bloom and perfect symmetry are both very important in judging," says Belensky. True-ness of color, balance and proportion, and the condition of the stem and foliage are all taken into consideration.

Becoming a winner may not be as difficult as it seems at first blush. Says Kay Zuk, Garden Forum director: "Growing exhibition roses does not require a large garden. If you have only one rose bush you may still have a winning bloom — so become an exhibitor and enjoy the show." The same goes for the many other varieties of flowers that will be exhibited at the next flower show, September 24. Flowers, fruits, and vegetables will be on display at that show to be held at the Plant 30 cafeteria at 11:30 (entries not later than 8:30). For further information call Kay Zuk on Ext. 3393.

Rose Show winners for all categories are: Roses (Class 1): Peter Haring (1) Kay Zuk (3); (Class 2):



Picnic 'prep.' Calverton Facilities-Maintenance crew (L to R) Jim O'Sullivan, Charles White, and Bob Tucker ready new amusement ride, Jubilee, for the July 19 Grumman Family Picnic. (Photo by Ed Finnicks)

## Ready Calverton picnic site for annual family wing-ding

Anybody who has ever planned a family picnic realizes the enormous amount of preparation that is needed to guarantee a good time for all. And with this year's annual Grumman family picnic slated for Saturday, July 19, at the Calverton picnic grounds, you can imagine the activity that is taking place right now — it's a gigantic task to host a picnic for the thousands of people in the Grumman family.

According to Gus D'Errico, head of Employee Services, arrangements have already been made to insure that the refreshment stands are stacked full of hot dogs, soda, beer, milk, and ice cream. And that's quite a shopping list! At last year's get together, over 45,000 frankfurters and 46,000 dixie cups were consumed, and 22,000 milk containers, 12,000 cups of soda, and 200 half-kegs of beer were emptied.

The Calverton facilities department has been diligently overhauling the locomotives for the small-scale railroad trains, assembling the two new amusement attractions — the Tilt-a-world and the Jubilee — and readying the entire picnic grounds for the big day.

The Grumman Athletic Association has quite an athletic program scheduled for the annual outing. Members of the N.Y. Islanders' hockey team, the N.Y. Nets' basketball squad, and the N.Y. Tomahawks' lacrosse team will demonstrate their particular skills, and, in addition to the traditional relay races for "kids" of all ages, there will be an afternoon duel on the diamond between the Calverton All-Stars and the Grumman men's varsity softball

teams.

Sounds like a full day? Well, don't forget the continuous dance music provided by the Grumman rock and pop bands, the afternoon prize drawing, and the traditional kiddie entertainment at high noon.

### Tix now on sale

How can you prepare for the annual family picnic? Just jog on down to your nearest ESO representative and purchase your tickets. All Grumman employees and family members living under the same roof are eligible including single employees and their dates, says D'Errico. Tickets are \$3 per person and there is no charge for family members under the age of 12. No tickets will be sold at the gate. So, be prepared, and get your tickets early.

More information on the July 19 annual Grumman family outing will appear in the July 11 issue of Plane News.

### Wrong number?

The new Calverton telephone system will be activated on Saturday, June 28. All three-digit numbers at Calverton will be eliminated, so please check your new summer-fall Grumman telephone directly for the new four-digit numbers.

### Wanted: musicians

Jazz-rock musicians — guitar, keyboard, bass, drums, etc. — are needed to form a Grumman employees Jazz-rock band. If you are interested, call Matty Daniels, Ext. 86882.



A rose is a rose. One of the June Rose Show winners, John Gatti (photo left), displays his seasonal collection of lupine. Best of show award went to perennial winner, Peter Haring, whose trophy and winning garden party rose are at right.



Chuck Belensky (1), Ray Muntz (2), Chuck Belensky (3); (Class 3): Helena Bond (1), Mike Gabriel (2), Pete Haring (3); (Class 4): Pete Haring (1 & 2), Mike Gabriel; (Class 5): Pete Haring (1), Gus Preiser (2 & 3); (Class 6): Al Calucci (1), Louis Hemmerdenger (2), Marie Franzese (3). (Sprays, Class 7): Pete Haring (1), Chuck Belensky (2), Pete Haring (3); (Class 8: & 9): Gus Preiser (1), Pete Haring (2 & 3); (Class 10 five or more blooms): Chuck Belensky (1), Joseph Schaeffer (2), Ray Muntz (3); (Seasonal material, Class 11): Karl Hagen (1), John Gatti (2), Marjorie Dolderer (2), Barbara Stobie (3); (Arrangements, Class 12): George Rath (1), Irene Gaden (2), Dot Kapenberg (3).

## obituaries

CHARLES LE CONTE of Support Equipment Products, Plant 5, died June 4 at the age of 57. He had been with the company since 1951 and lived at 10 Terrace View Road, So. Farmingdale.

AMBROSE UNGER of Major Assembly, Plant 3, died June 4 at the age of 63. He had been with the company since 1969 and lived at 23-66 36th Street, Astoria.

GUY L. TRUPPNER of Maintenance-Rearrangement, Plant 12, died June 14 at the age of 19. He had been with the company since 1974 and lived at 824 Pine Avenue, West Islip.

JAMES R. AUSTIN of P/S Supply Data, Plant 15, died June 15 at the age of 44. He had been with the company since 1962 and lived at 34 Berkshire Road, Bethpage.



# GAA 1974-75 bowling league champions

The 1974-75 bowling season is over. From September to May, over 1,500 keglers participated in the 32 GAA-sanctioned bowling leagues. On June 1 at the Sheridan Bowling Academy in Mineola, the 32 league titleholders tested their alley prowess in the fifth annual GAA Tournament of Champions. It was there that the Brown league's Moldteks earned the bragging rights to Grumman bowling territory by rolling 258 pins over their three-game series team average for a 2,571 handicap pinfall.

Now that the weekly jaunts to the alleys have concluded, Plane News salutes the top pin squads of the 32 Grumman bowling leagues. For those keglophiles who finished second best — or even in the cellar — September is just around the corner.



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2



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4



8



11



15



9



13



12



20

# **1. GRUMMAN GOOSE: SPARKIES**

From left to right: Doug Morgan, Gene Graziano, Ed Dudek  
Not pictured: Joe Ram, Dick Witt

# **2. MASTERS: THREE OF A KIND**

From left to right, standing: Ed Gabriel, Nick Malandro  
From left to right, sitting: Tom Maurici, Dick Baffuto

# **3. BLACK: SPARES**

From left to right, standing: Ernie Neves, Joe Quigley  
From left to right, sitting: Charlie Gobbi, Bob Klussman  
Not pictured: Bill Buck

# **4. BLUE MIXED: WOOD-U-BELIEVE-AGAIN!**

From left to right: Ed Pohmer, Maddy Barber, Bonnie Aver,  
Ed Anderson

# **5. BROWN: MOLDTEKS**

From left to right: Howie Checkering, Rich Garguilo, Vinny  
Garguilo, George Samiluk

# **6. CENTURY MIXED: GRANITES**

From left to right: Mark Guss, Midge Guss, Marilyn Cozzette,  
Bob Cozzette

# **7. CLASSIFIED: SANDBAGGERS**

From left to right, standing: Norm McDowell, Joe Grant  
From left to right, sitting: Bob Johnson, John Herman

# **8. GDS MONDAY NITE: CHICKEN FENSTERS**

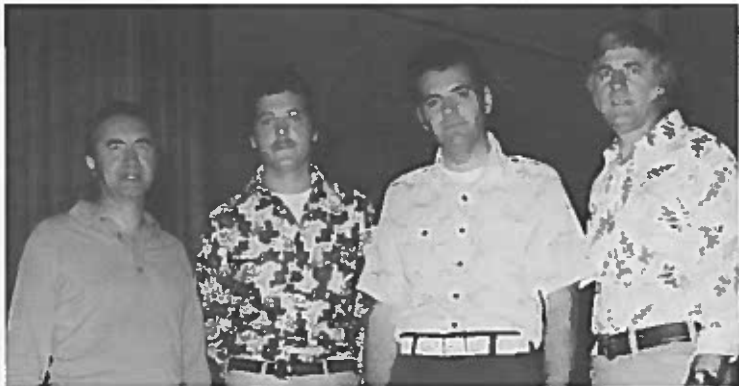
From left to right: Mike Biase, Neil Ogden, Ray Wesch, John  
Maynard

# **9. GRAY: DEACONS**

From left to right, standing: Joe Stalzer, Joe Zinzi, Pete  
Anderson  
From left to right, sitting: Tom Cava, Cesare Lopalo

# **10. GREAT RIVER: SANDBAGGERS**

From left to right, standing: Ray Fisher, Bob Dudonis  
From left to right, sitting: Bob Ruotolo



5



6



16



17



10



7



19



18

**11. HAWKEYE MIXED: 3 + 1**

From left to right: Tom Cava, Ruth Carr, Maude Schulz, Earl Schulz

**12. MONDAY NITE MIXED: BS'S**

From left to right: Walter Baldwin, Naomi Baldwin, Clair Symanski, Joseph Symanski

**13. NITE OWLS: BOMBERS**

From left to right: Harry Haase, Marty Susa, Rose Furze  
From left to right, sitting: Rose Furze, Not pictured: Tom Seardine

**14. OUTSIDERS: SPORTS**

From left to right, standing: Tom Delaney, Andy DePalma  
From left to right, sitting: Jean Beacorn, Rose Canales

**15. PATCHOGUE MIXED: STREAKERS**

From left to right: Dick Lindstrom, Val Lindstrom, Ethel Menrisky, Bob Menrisky

**16. RED: FOUR DUTCHMEN**

From left to right: Joe Vosefski, Joe Kessler, Joe Glasser, Fred Piwowar, Herman Fischer

**17. ROCKET: BALLBENDERS**

From left to right: Wayne Woodhams, Charlie Stumpf, Joe Militello, Don Reiner

**18. "JUST FOR FUN": PIN KNOCKERS**

From left to right: JoAnn Kamm, Fran Overcash, Marianne Silz

**19. OUTPOST: CHARGERS**

From left to right: Phil Kiboris, John Welk, Manny Nash, Tony Bezas  
Not pictured: Ralph Nelson

**20. E-2C HAWKEYE MIXED: SPOILERS**

From left to right: George Pieper, Claire Murray, Ed McCue  
Not pictured: Joan McCue



21



22



23



24



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## 21. WOODBURY MIXED: WOODPECKERS

From left to right: Jack Juppe, Martha Juppe, Gloria Becker  
Not pictured: Norman Youngs

## 22. TRADER LEAGUE: KNIGHTS

From left to right, top: Charlie Howard, George E. Ketcham  
From left to right, bottom: George H. Ketcham, Dave Evans

## 23. SYOSSET MIXED: MOWO'S

From left to right: Jim Thomas, Susan, Fred Neuscheler, Monica Wojtyniak  
Not pictured: Eddie Miron

## 24. GOLD MIXED: OOPS!

From left to right, top: Tony Geraci, Ray Rogger  
From left to right, bottom: Rita Geraci, Ann Rogger

## 25. AEROSPACE: MASTERS

From left to right: Bill Fallar, Judge Locke, John Morgan  
Not pictured: Ernie Jenkins

## 26. STRUCTURAL TEST: RAMM

From left to right: Bob Pangallo, Mel Soslowitz, Mel Head, Al Cooley, Mike Clark

## 27. GREAT RIVER NITE OWLS: COBRAS

From left to right: Peggy Kolody, Bill Buchman  
Not pictured: Tony Galardi, Rudy Dunkley

## 28. PUBS MIXED: 3 JACKS & JILL

From left to right: Ron Winter, Maggie Healey, Fred Winter  
Not pictured: Jack Holt

## 29. CLASSIC: SANDBAGGERS

From left to right: Ted Lohse, Carl Amato, Bud Erhart  
Not pictured: Bob Harvey

GRUMMAN

plane  
news

JUNE 1975

A SPECIAL SUPPLEMENT

# Grummanites in the sports arena ...

PLANT 7 — Rocky Constantino swept both singles and doubles crowns in the annual Plant 7 table tennis tourney. In the singles play, which drew 16 entries, Rocky beat Frank Gatz in the best-of-five finals, 21-17, 21-12, 21-14.

In doubles play, singles' runner-up Gatz teamed with Howie Mills and almost upset the champ and his teammate, Pete Guido, by winning the first two matches, 21-19, 21-17. But the Constantino-Guido duo put it all together and carried the final three games, 21-17, 21-13, 21-16.

In Plant 7 Nite Owl table tennis competition, Don Michne rose out of the loser's bracket to beat undefeated Bruce Clayton, 21-19, 21-16, 21-18 and force the contest into a final showdown. Michne dropped the first match, 15-21, but then swept the next three games, 22-20, 21-14, 21-13, to earn the Nite Owl paddle title.

In Nite Owl doubles play, Clayton and his partner Stan Bigora, once again finished the contest in the runners-up slot. They lost to the Ken Ball-Paul Gustafson team in the finals. Ball and Gustafson dropped the first game, 7-21, but rebounded with three victories in-a-row to win the championship, 21-14, 21-17, 21-18.

PLANT 6 — Perennial paddle king George Parent with partner Ed Clark claimed the Plant 6 division "A" title by defeating Lenny Trifaro and Dave Zazeski, 21-19, 21-18, 21-19.

## Hole-in-one on par four?

It's quite an exhilarating experience to shoot your first hole-in-one, but how about teeing off on a mountainous 245-yard par-four hole and see your ball disappear into the cup? That's what happened to Tony Horrick of Customer Training, Plant 29, on June 15, while playing the 15th hole at the Nick Stoner Golf

Course in Caroga Lake in upstate N.Y. Fellow Grummanite Gerry Mauch of Plant 6 can attest to Tony's first hole-in-one ... shot with a driver ... and, to top it all, on a par-four hole!

Another Grumman golfer shot a hole-in-one during league play. On May 13 at the Pine Hill C. C., Doug Morgan of the Peconic league, took one swing with his six iron and hit the golf ball off the tee and into the cup. Grummanites that can attest the feat are Doug's son Mark, Tony Pizzimenti, and Rich DeCanio. (By the way, the father-son duo won the match.)

## Pistoliers on victory sweep

Grumman Rod and Gun Club members entered the annual national pistol competition that was jointly sponsored by the National Rifle Association (NRA) and the National Industrial Recreation Association (NIRA). And once again, the Grummanites have triumphed.

In the .22 caliber pistol event which drew 369 entries, Nick Evan-

gelides fired 184 to take an individual national award, while Phil Boehm (179), Ron Trenkner (176), and Myron Goldfeder (175), all took individual regional awards. The foursome finished in 25th place out of the 59 teams entered.

Grumman pistoliers also entered the precision air pistol event in which 53 competitors fired. Boehm (189) and John Crawford (183) received individual national awards, while Trenkner (181) won the individual first place award. The air pistol team consisting of Boehm, Crawford, Goldfeder, and Trenkner won the first place regional award.

## Walker breaks '600' barrier

It was Bob Walker's first week of rolling in the Rainbow Mixed summer bowling league, but it didn't take him long to warm up. In his first three-game series, Walker spilled the pins for a 213-601 series.

Other action in the lone GAA-sanctioned summer bowling league were: Jo Jo Schnepf, 214; Millie Williams, 206; Lil Davis, 205.

## Grief-Obedzinski win tourney; eye July 16 Mixed Pinehurst

The first Mixed Pinehurst golf tournament was won by a seasoned tourney veteran and a newcomer to the event. Veteran Helen Grief and Pete Obedzinski shot 44 to underscore the other 32 teams entered in the June 18 outing at Bethpage State Park.

Other teams that scored in the 40s were: Tony Ingoglia-Jean Goltz (45); Ken and Linda Prager (46); Pat Cherry-Eileen Toomey (47); Willie Suppa-Lena D'Amico (47); and Nat Busi-Fran McGunnigle (48).

Pinehurst No. 1 champs Grief and Obedzinski will defend their title in the second Mixed Pinehurst tourney that is slated for Wednesday, July

16. Tourney director Mike Cherry suggests that twosomes sign up as early as possible, since the tourney is limited to 60 golfers.

The green's fee — \$5.50 a piece — will include kickers prizes. Tee-off time is scheduled from 4:30 to 5:30. You can sign up for the Pinehurst No. 2 at the GAA office in Plant 30. If there should be individuals who can't find a teammate, call Mike on Ext. 2133 or 2269, and he will try to arrange for a partner.

## Discount tix

Here's a chance to see Billie Jean King and the entire N.Y. Sets tennis team in action — and at a discount. The Grumman Athletic Association is selling \$6 tickets for \$3.75 to the following World Team Tennis matches at the Nassau Coliseum: Tues., July 8, San Diego Friars, 8 p.m.; Fri., July 11, Boston Lobsters, 8 p.m.; Wed., July 16, (doubleheader) Sets vs. Hawaii and San Diego vs. Boston, 6 p.m. For further information, call GAA on Ext. 2133.

## Nites at Shea

Discount tickets for the two July "Grumman Nights at Shea Stadium" are now on sale at the GAA office in Plant 30. Tickets for the July 18 N.Y. Mets game against the Pittsburgh Pirates are being sold for \$3.50. N.Y. Yankees tickets — \$4 a seat — are on sale for the July 25 game against the Boston Red Sox. Bus tickets for each baseball game are also available for \$2 a piece.

## Jones Beach Theater

If you plan on attending Guy Lombardo's production of "Oklahoma" this summer at the Jones Beach Theatre, why not stop by at the nearest Employee Service Office for discount tickets. The tickets — \$7 seats for \$6.40 and \$6 seats for \$5.60 — are now on sale for all performances, excluding Friday and Saturday evening shows and the August 31st showing. Checks and money orders are acceptable.

## Announce golf, tennis clinics

How's your golf game? Still hitting those 200 yard shots off the tee ... only the ball flies 45 degrees off line into the woods? Do you leave a trail of divots behind you? Can't understand why fellow duffers moan when you land in a sandtrap? Still searching for that perfect chip shot? Do yourself — and your fellow golfers — a favor and attend the GAA-sponsored four-day golf clinic.

A member of the PGA and a teaching pro for over 20 years Mike Cherry of GAA will be leading the clinic in basic golf instruction. Members of this year's varsity squad will be on hand to assist Mike. All golf students should bring one club to the field behind Plant 2 on the following evenings: Mon., June 30;

Wed., July 2; Mon., July 7; and Wed., July 9. All sessions are slated to begin at 5 p.m.

## Net clinic July 7

You've inherited a tennis racket, scrounged up a can of tennis balls, and possess an old pair of sneakers — and you're ready to become a member of the tennis set, right?

Before you start developing a "status symbol" tennis elbow, why not sign up for the six-week basic tennis clinic sponsored by the GAA.

The clinic will be held on Monday and Tuesday at 5 p.m. on the Bethpage High School tennis courts beginning July 7-8. To register, call GAA on Ext. 2133 or 2269.



Top of the crop. Of the 40 golfers who vied for a berth on the '75 Grumman varsity squad, these eight golfers made the grade: (L to R) coach Mike Cherry of GAA, Mike Shulha, Jim Alverson, Tony Cisco, Steve Gray, Bob Chalus, Gene Goltz, Ken Prager, and Jim Minsky. (Photo by Marie Trimborn)

# service milestones

## 35

Frank Silha, Sub-Assy. (1)  
Louis H. Hendel, Cadmium Plate (2)  
John Scarpinato, Steel Parts Assy. (2)  
Andrew C. Mattenheimer, Prod. Ctl. — Pts. Ctl. (2)  
Carmine Urce, Conv. Mach. (5)  
Luther M. Epps Jr., New Prod. Lines (5)  
Robert J. Mills, Mach. Pts/Matl. (30)  
Leonard H. Paulsrud, Struct. Des. (35)  
George P. Rueth, CETS Trng.-Iran (35)  
Henry R. Richter, Prog. Mgmt. (40)

## 30

Christopher Singleton, Elect. Fab. (1)  
Henry J. Trageser, Controls (2)  
Michael Scarangelo, Tanks & Ducts (2)  
Edward J. Remski, Dispatching (2)  
Marie M. Franzese, Food Serv. Acct. (2)  
Vladimir Zahorcko, Static Test (5)  
Edward M. Kuhne, Templates (16)  
Harold M. Yager, Trans.-Ops. (20)  
Austin P. Ellison Jr., Plexiglass (27)  
Frank E. Bunce, Struct. Anal. (35)  
Clarence Martin, Upholstery (36)  
James Donohue, Ctr.-Sect. Maj. & Subs. (36)  
George P. Massey, Prod. Ctl.-Parts Ctl. (36)  
Sterling R. Darling, Indust.-Eng. (77)

## 25

Edmond W. Tobin Jr., Prog. Mgmt. F-14 (1)  
Herman L. Henggeler, Small Parts Fab. (2)  
James C. Vedder, Assy. Tool & Hand. Equip. (2)  
Frank Zolezzi, Insp.-Mech. (3)  
Richard E. Waldt, Adv. Aircraft Sys. (5)  
Kenneth R. Fitch, Prod. & Sys. Plng. (5)  
George G. Valentine, Trans.-Ops. (6)  
Edward Cosbey Jr., Mech. Sys. (6)  
Harold Stroh, Spec. Tools & Meth. (11)  
John G. Roukis, Thermodynamics Stf. (35)

James H. Richter, Prog. Manage EA-6B  
John H. Morrison, Config. Data Mgmt. (40)  
Michael Mongelluzzo, Production (43)



H.L. Henggeler



F. Zolezzi



R.E. Waldt



K.R. Fitch



G.G. Valentine



E. Cosbey Jr.



H. Stroh



J.G. Roukis



J.H. Richter



J.H. Morrison

## 20

Milton F. Michalowski, Elect. Fab. (1)  
Michael S. Antieri, Program Contracts (1)  
Cajetan A. Posillico, Drop Hammer (2)  
Perry N. DiGiovanni, Sys. & Fac. (2)  
Joseph Lago, Fluid & Mech. Tool & Equip. (2)  
Vincent N. DeVito, Optical Tool & Metrology (2)  
Edward F. Kellermann, Maint.-Rearrangement (2)  
Arthur W. Walter, Press (3)  
Ernest R. Hoene Jr., Mach. Oper.-Parts Ctl. (3)  
Anthony E. Quince, Maint.-Rearrangement (3)  
Walter W. Smith, Envir. Ctrl. & Tes. (5)  
Charles E. Teufert, Envir. Ctrl. & Tes. (5)  
Salvatore P. Spinella, Plant Store (5)  
Edward M. Okon, Presen. Serv. (5)  
Albert P. LaValle, Struct. Des. (5)  
Henry Frost Jr., Aero Test (5)  
Andrew Swallow Jr., Maint.-Rearrangement (6)  
Billie R. Brown, Fluids (6)  
William T. Kennard, Mech. Support (6)  
Joseph P. Spicola, Instru. Sys. Des. (6)  
Gerard Kreussling, Instru. Sys. Des. (6)  
Lawrence J. Cervellino, Mgmt. & Staff (6)  
Martin R. Johnson, Flt. Dev. Ops. (7)  
Eugene S. Graziano, Elect. Tech. (7)  
Murray Osmond, Elect. Test (8)  
Aldean L. Marrs, Q.C. Lab. (10)  
Richard J. Zants, Q.C. Lab. (10)  
Charles Morris, Maint.-Rearrangement (12)  
William W. Peterson, Adv. Matl. & Process Dev. (12)  
John O. England, Meas. Stand. Engg. (12)  
Richard W. Anderson, P/S Sys. Implementation (15)  
Francis L. Mazzara, Trans.-Ops. (2)  
Warren W. Ungerer, Rec.-Insp.-Mach. Pts. (24)  
Harry A. Volz, Sec. & Pers. Serv. Mgmt. (28)  
Micheal DiMaggio, Pric. & Resources (30)  
Richard Heiligenstadt, Pt./Proj. Eng.-Prog./Plng. Ops. (30)  
Fred G. Jordan, Q.C. Supplier (30)  
John B. Smedfeld, Dynam. Struct. Meth. (35)  
Joseph Morgan, Guid. & Cont. Sys. Inte. (35)  
Michael Demato, Insp.-Mech. (36)  
James P. Murray Jr., Escape/Sur./Arm/Pyro/Sys. (40)

Richard L. Ellingsen Jr., Crew Sys. (40)  
Peter W. Rapelje, Config. Data Mgmt. (40)  
Joseph C. Welsch, P/S Elect. Engg. (43)  
Francis Schlitz, Mfg. Insp. (43)  
John J. Proscia, P/S Mech. Engg./Des. (47)  
Joseph M. Schneider, Inspect./QC (77)  
William Gaine, Maint. Admin. (HQ)  
Warren Butler, Grumman Houston

## 15

Charles F. Koppisch, Ind. Engg. — Layout & Equip. (2)  
Raymond L. Sears, Assy. Tool — Mgmt. & Staff (2)  
Mario Vela, Marshalling & Fin Tl. Cont. (2)  
Joseph G. Lapenna, P/S Servo/Trng. Dev. Engg. (2)  
Robert C. Wuestefeld, E.B. Weld (2)  
William McCormick, Wing Sub Assy. (3)  
Alexander C. Raeburn, Prodn. Ctl. Qck. Response (3)  
John F. Klafin Jr., Guid & Cont. Sys. Inte. (4)  
Richard J. Lebitz, Radar (4)  
Edward C. Norman, Nav & Guid. Equip. (5)  
John V. Hartung, Ops. Anal. & Plng. Research (5)  
Dolores M. Nicoli, Exec. Staff (5)  
Rocco Lomurro, Meas. Stnd. Lab. (6)  
Nicholas C. Stoia, Elect. Fab. (7)  
Arthur P. Boklak, Maint.-Rearrangement (12)  
Anthony R. Scott, P/S Elect. Engg. (15)  
Seymour I. Absatz, Computer Interface (15)  
William Biedrzycki, Plant Protection (18)  
Edward R. Waddell, Plant Protection (18)  
Donald L. Moyer, Adv. Space Sys. (25)  
Elizabeth M. Marsh, Gen. Commodities (30)  
Helen Rzaszut, Food Serv. (30)  
John J. Colton, Property Acctg. (30)  
Dominick Grisanzio, P/S Pubs. Proj. Mgmt. (34)  
Robert L. Santoro Jr., Life Sciences (35)  
Robert D. Solomon, Nav. & Guid. Equip. (35)  
Maria G. Degenova, Dept. Secretarial Serv. (35)  
Alfred E. Adams, A/C Sys. Serv. (35)  
Ethel Gallagher, PPO — EA6 (40)

### bond note ...

Try this idea on for size. A contributor to "Changing Times" offers this travel tip:

"E" bonds can be carried to furnish cash away from home. U.S. Savings Bonds of \$25, \$50, and even \$100 can be accumulated for emergency trips or planned vacations. All banks in the U.S. will redeem them at no cost after minimal identification. There are these advantages: replacement in case of loss, savings uninterrupted if not used and the cost of traveler's checks — \$1 per \$100 — is avoided.

# GRUMMAN plane news

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